

What is claimed is:

1. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:
- 5 (a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends; and
- 10 (b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a
- 15 selectively affixable member including a lateral face arranged to contact a cargo supported by said floor and resist a lateral displacement thereof in a direction substantially normal to said
- 20 lateral face.

2. The car body of claim 1 wherein said selectively affixable member including a lateral face of said top chord comprises a material having a low
- 25 coefficient of friction, said coefficient of friction facilitating a displacement of said cargo in a direction substantially parallel to said lateral face.

3. The car body of claim 2 wherein said
- 30 material having a low coefficient of friction comprises polyethylene.

4. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:
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- 5 (a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends;
- 10 (b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a top, a bottom, and a lateral wall arranged to resist a displacement of a cargo supported by said floor in a direction normal to said lateral wall; and
- 15 (c) a top chord cover selectively affixable to said top and said bottom of said top chord and extending therebetween to substantially cover said lateral wall of said top chord.

20 5. The car body of claim 4 wherein said top chord cover comprises a material having a low coefficient of friction, said coefficient of friction facilitating a displacement of said cargo in a direction parallel to said lateral face.

25 6. The car body of claim 5 wherein said material having a low coefficient of friction comprises polyethylene.

30 7. In a freight-carrying center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

- 35 (a) a center beam extending longitudinally along said body, the center beam including

- 5 (i) a center sill extending
longitudinally along said body,
(ii) a top chord parallel with and spaced
upwardly above and apart from said
center sill, and
(iii) a plurality of upright members each
extending between said center sill
and said top chord;
- 10 (b) wherein said center sill includes a top
plate and a side plate, said side plate
having a first lateral face and extending
upward a distance above said top plate and
including an upper margin;
- 15 (c) wherein one of said upright members
includes a flange plate having a second
lateral face, a bottom margin of said
flange plate being welded to said upper
margin of said side plate with said first
and second lateral faces located in a
20 common plane; and
- (d) wherein said top chord includes a
selectively affixable top chord cover
including a lateral face arranged to
contact a cargo of said car and resist a
25 displacement of said cargo substantially
normal to said top chord.

8. The car body of claim 7 wherein said side
plate of said center sill is thicker than said flange
30 plate of said one of said upright members, and including
a backing bar extending closely along an inner side of
said flange plate and in contact with said upper margin
of said side plate of said center sill.

9. The car body of claim 7 wherein said selectively affixable top chord cover and said flange plate of said one of said upright members are located in said common plane.

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10. The car body of claim 7 wherein said top chord cover comprises a material having a low coefficient of friction, said low coefficient of friction facilitating displacement of said cargo in a direction parallel to said lateral face.

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11. The car body of claim 10 wherein said material having a low coefficient of friction comprises polyethylene.

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12. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

- (a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends;
- (b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a top, a bottom, and a lateral wall arranged to resist a displacement of a cargo supported by said floor in a direction normal to said lateral wall; and
- (c) a top chord cover comprising a web, a pair of sides connected by and projecting substantially normal to said web, and a leg projecting from at least one of said

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5 sides, said top chord cover arranged for selective engagement with said top chord wherein said sides are substantially coextensive with said lateral wall, said web is substantially coplanar with said top wall, and said leg is in an interfering relationship with said bottom wall.

10 13. The car body of claim 12 wherein said top chord cover comprises a material having a low coefficient of friction, said low coefficient of friction facilitating displacement of said cargo in a direction parallel to said lateral face.

15 14. The car body of claim 12 wherein said material having a low coefficient of friction comprises polyethylene.

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